From boatanchors@theporch.com Thu Apr 6 19:43:47 1995
Date: Thu, 6 Apr 1995 11:49:42 -0500
Message-Id: <950406124758_73941739@aol.com>
From: JosephWP@aol.com
Subject: Re:- R-808/GRC-14

>>
The ARN-6, 12 , and 32 all had 28V plate supplies, the 6 is an ADF, the other two are marker beacon receivers.
>>

I forgot - you can also add the BC-1206 (200 - 400 Kc receiver) and the BC-1336 (marker beacon) to that list.

Joseph Pinner +
Lafayette, LA
KC5IJD
EMail: josephwp@aol.com

From boatanchors@theporch.com Thu Apr 6 21:26:51 1995
Date: Thu, 6 Apr 1995 18:39:01 -0500
Message-Id: <199504062336.SAA18571@uro.theporch.com>
From: Jack Taylor <n7oo@huachuca-emh8.army.mil>
Subject: Ancient BA test f/s

Here's another old reference book I uncovered whilst organizing. It is:

"Electricity and Magnetisim" By Sydney G. Starling, B.Sc., A.R.C.Sc., F.Inst.P., Head of the Physical Department, Muncipal College, West Ham. Publisher: Longmans, Green and Co., New York and London. First edition was printed in 1912. This is the "New Impression, November 1927" and has 17 chapters, 612 pages. Chapter headings include: Magnetisim, The Electric Current, Electostatics, Electolysis, Thermo-Electricity, Electromagnetics, Magnetic Properies of Materials, Varying Currents, Alternating Currents, Units, Electromagnetic Radiation, Conduction in Gases, Radioactivity and, Electrons and Atoms.

The red hardcover is in poor, but restorable condition. No mold or mildew on the inside pages. 5 1/2"W x 8"H x 1 1/4"D. $10 plus $3 S&H, lower 48. (n7oo@huachuca-emh8.army.mil)

73 de Jack

From boatanchors@theporch.com Thu Apr 6 23:50:55 1995
Date: Thu, 6 Apr 1995 21:16:21 -0500
Message-Id: <9504070216.AA24788@internet1.lotus.com>
From: Alan Richer <Alan_Richer.LOTUS@crd.lotus.com>
Subject: Anybody got a number for Surplus Sales of Nebraska?

I've got fair Radio's catalogue and a few good shopping points here in the Boston area, bbut Surplus Sales seems like a good add-on to me. Anybody got a number?

thx & 73, ajr/N1TWY/ex-WA1YHY

From boatanchors@theporch.com Thu Apr 6 12:24:06 1995
Date: Thu, 6 Apr 1995 09:19:25 -0500
Message-Id: <01HP0K1EA94800707A@NIMUE.HOOD.EDU>
From: THE SHECKONATOR <BSHECK@nimue.hood.edu>
Subject: Apology

BoatAnchorites:

Just a stoopid mistrake in my nickname list inside
my mailer, Eudora. Somehow the person who I
really wanted the message to go to had
the BOATANCHORS address and (I forget who)
@ UTEXAS.EDU address set. So naturally,
everytime I saw what I wanted to go to the
friend back on the list, I naturally blamed
the VAX (right, wouldn't you? it's always the
distant-end <g>) - instead of checking _my_ end.

Anyways, this morning, after a fitful night
of sleep dreaming nightmares caused by the
psychic stink emanating from cyber-land,
I discovered the problem. 10K Gomenasi's to
everyone on the list. I know what a bother it
is wading through some dummy's reposts.

Bob Sheck, (who REALLY knows better)
USN CTMC Ret. now happily fixing PCs at
a woman's college somewhere in Maryland!

--> Nuclear Families _DO_ Glow in the Dark! BSHECK, ME-SHECK, abendigo!
BSHECK@NIMUE.HOOD.EDU >>>-------==The Sheckinator==------<<< (301) 696-3928
I'd rather have a bottle in front of me than a frontal lobotomy.- Groucho Marx

From boatanchors@theporch.com Thu Apr 6 21:48:32 1995
Date: Thu, 6 Apr 1995 18:51:26 -0500
Message-Id: <F46I4841.F46I4852@mail.admin.wisc.edu>
From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Attn. Dynaco 70 Owners

to: boatanchors@theporch.com

Greetings, Troops!

This one should actually be on a Hi-Fi echo, but I wanna post it here for two reasons.

First, I don't subscribe to any Hi-Fi echos; the monster mail counts of BOATANCHORS are enough, thank you.

Second, I'm using BOATANCHORS as a filter. If I posted this on a Hi-Fi echo, I'd get trampled by the rush of responses, and the tired hard disk on this WANGNET would have a nervous breakdown! This message will probably find it's way to enough appropriate people to take care of what I want.

Here we go...

One of the best firebottle amplifiers of the '60s is the Dynaco Stereo 70. MANY of them are still the crown jewel of audiophile systems; I have one myself.

Big drawback of it is the difficulty / impossibility of replacing the 7199 driver tube. New driver boards have been designed and built, using a different tube, but a LOT of unmodified amps are still out there. Mine is one of these, and I have a small stash of tubes socked away... would you believe they're in a bank safe deposit box?

Anyway... while looking for something else in my garage, I located MORE 7199s, NOS in dirty boxes, but in fine shape.

If there are any Dynaco Stereo 70 fanciers out there, I have THREE PAIRS that I'm willing to sell.

I know how hard these things are to get, so for once I'm gonna play hardball on the prices; THEY ARE FIRM!!!

For your choice, RCA or GE, I want $45.00 PER TUBE / $85.00 PER PAIR.

Will consider a swap for NOS EL34 output tubes (AMERICAN, BRITISH, GERMAN, OR FRENCH ONLY! NO EASTERN BLOC OR CHICOM TUBES!). Rate of swap will be one driver tube for TWO output tubes (hey, the drivers are a lot scarcer than the outputs. Sorry, but that's how it is).

I'm also open to swaps on boatanchor communications equipment.

Tom "Mr. T." Adams, K9TA
tom.a.adams@mail.admin.wisc.edu

From boatanchors@theporch.com Thu Apr 6 11:35:34 1995

Date: Thu, 6 Apr 1995 08:32:07 -0500
Message-Id: <199504061330.JAA28387@unccsun.uncc.edu>
From: Richard E Robinson <rerobins@uncc.edu>
Subject: B17 and B24 at Charlotte

>From the Thursday April 6, 1995 Charlotte, NC, Observer:

On Friday afternoon, April 7, the restored B17 "Nine-O-Nine", (not the original Nine-O-Nine), and a B24 will fly into Charlotte and be open for tours thru Sunday afternoo. Hours will be Fri. 1500-1830, Sat. 0830-1830, Sun. 0830- take off. Seats on both planes will be auctioned off for rides on both aircraft for Friday afternoon. The B24 is said to be the only fully restored B24 flying.

Tours are $7 for adults and $3 for children, which is a donation for the C Carolina Historical Aviation Commission, a non-profit organization. The CHAC hangar also contains restored vintage aircraft on permanent display. It is located on Airport Drive off Morris Field Drive.

The phone number for info is (704)-359-8442.

I will be there Saturday lugging around mucho camera equipment along with my trusty tripod. The paper says these planes will not tour again after this year. It doesn't say if these are CAF planes or not. Anyone have any more info on these birds.

I will be making a bee-line to the radio areas of both. I'd like to know what to look for in the B24 in the way of gear.

We are in a flight path to the airport here at the university, and several of us will be looking for excuses to be outside around noon hoping for a glimpse of them in the air.

73,
Rick kf4ar

From boatanchors@theporch.com Thu Apr 6 13:45:37 1995
Date: Thu, 6 Apr 1995 10:16:31 -0500
Message-Id: <Pine.SUN.3.91.950406100725.22029A-100000@eiger.ceet.niu.edu>
From: Steve Berg <berg@eiger.ceet.niu.edu>
Subject: BC-191

I have not been able to keep up with my mail due to work circumstances.
The transmitter is spoken for. Sri for not getting back to everyone fast enough. Now I just have to figure out how to cart it home in the Fiero.

73,

Steve WA9JML

From boatanchors@theporch.com Thu Apr 6 23:05:28 1995
Date: Thu, 6 Apr 1995 20:28:22 -0500
Message-Id: <Pine.SUN.3.91.950407110643.12127D-100000@eram.esi.com.au>
From: Dave Horsfall <dave@esi.com.au>
Subject: Book on Communications Receivers 1932-1981

Thought you lot might be interested in a book reviewed in "Amateur Radio" magazine (journal of the WIA)...

Communications Receivers - The Vacuum Tube Era 1932-1981. 3rd Edition. Published by RSM Communications. Author Raymond S. Moore.

It tells the story of American comms receivers satisfying the following criteria (apparently not always rigorously adhered to): superhets only; made in USA; offered for sale to amateurs, the public, or through surplus channels; must have a BFO; continuous tuning; must cover all or part of the HF bands; advertised or promoted for communications use.

Naturally, Aussie receivers such as the venerable AR-7 and AR-8 aren't mentioned, and neither are the British Eddystones; it features Collins, Hallicrafters, Hammarlund etc.; and oddly enough some JA-made Lafayettes.

The review does not say where the book was published (USA?) but is available in Australia.

--
Dave Horsfall (VK2KFU) | dave@esi.com.au | VK2KFU @ VK2AAB.NSW.AUS.OC | PGP 2.6
Opinions expressed are mine. | E7 FE 97 88 E5 02 3C AE 9C 8C 54 5B 9A D4 A0 CD

From boatanchors@theporch.com Thu Apr 6 09:00:36 1995
Date: Thu, 6 Apr 1995 06:23:35 -0500
Message-Id: <PMX-TERM-2.02-bsm2ee1-thaake-48>
From: thaake@bsm2ee1.attmail.com (thaake)
Subject: COLLINS INFO

I need some Collins help.
First, I have a KWS-1 that I liberated from a good buddy CB'er. First time in a dummy load got me 300W in tune on 80M and MAX current on all other bands. It needed neutralization bad. I also found every tube to be way under spec on my TV-2 tube tester. Replaced all but the finals. Problem is worse now. I

cannot get it neutralized on any band now. C283 for the 6CL6 grid-plate neutralization has no effect but I can get proper indications on the final neutralization procedure. HELP

Second, the plate tuning controls (2 of them) are fancy front panel mounted turns counters made by Helipot Corp. "Duodials". They are made of pot metal with a small brass gear inside. The brass gear is terminally jammed because the pot metal knob housing is elongated (jamming the brass gear) due to excessive set-screw tightening. The Collins Newsletter editor suggested I buy surplus Collins 180 antenna tuners to get the knobs off of them. Those knobs could cost several hundred bucks with that winner of an idea. Can anyone help me on this one??

Tim Haake WA0TSY
thaake@bsm2ee1.attmail.com

From boatanchors@theporch.com Thu Apr 6 21:16:30 1995
Date: Thu, 6 Apr 1995 18:16:06 -0500
Message-Id: <950406110425.1dc3@ESHOP.UOREGON.EDU>
From: WA6JYJ@eshop.uoregon.edu (Larry Laitinen WA6JYJ/AAR0ET)
Subject: RE: COLLINS INFO

Surplus Sales of Nebraska will probably sell you the KWS-1 knobs for several hundred dollars -- without the 180 series antenna tuners!

Larry, WA6JYJ

From boatanchors@theporch.com Thu Apr 6 20:58:37 1995
Date: Thu, 6 Apr 1995 17:56:46 -0500
Message-Id: <PMX-TERM-2.02-bsm2ee1-thaake-52>
From: thaake@bsm2ee1.attmail.com (thaake)
Subject: COLLINS WANTED

BA Gang,

I am looking for Collins gear. What is on my list is as follows:

Collins 30K-1, 310 Series exciters, 32V Series transmitters, 51J Series receivers and any accessories of that era such as speakers, center consoles, etc. I'm not collecting Collins to build a monument, couldn't afford it anyway. Would like to find enough to make a working station.

I have for trading purposes on the above really clean Globe Kings 500 with VFO, 400 with 160/80/40 coil sets and spare V70Ds, Champion 350 with spare finals/modulators/power transformer, National HRO-5 and coil set, National 240-D and speaker, Johnson, Gonsets and others. Most with manuals and in good

to excellent condition.

Tim Haake WA0TSY
thaake@bsm2ee1.attmail.com

From boatanchors@theporch.com Thu Apr 6 21:11:06 1995
Date: Thu, 6 Apr 1995 18:05:50 -0500
Message-Id: <Pine.ULT.3.91.950406161441.2741A-100000@dua150.kpt.emn.com>
From: "Barry L. Ornitz" <ornitz@EMNGW1.emn.com>
Subject: Crystals for R. L. Drake Rigs

There have been a number of requests recently for crystals for R. L. Drake rigs. Any crystal manufacturer should be able to supply these units quickly and inexpensively. The only thing to worry about is whether a series resonant or parallel resonant crystal is needed. Drake usually states which type is needed in their manuals in the section on extended frequency coverage. If a parallel resonant crystal is specified, a particular value of capacitance will also be specified. Drake generally used crystals with HC-6/U cases. Formulas for the crystal frequencies are also given in the manuals.

I personally like International Crystal but I have gotten quicker service and lower prices from JAN (addresses are usually found in any QST). Maybe I have just been unlucky over the years but I have never gotten a crystal yet from JAN that was within its specified tolerance; however, other people have been very happy with them. I have never gotten an off-spec crystal from International yet. JAN used to make the old FT-243 cased crystals too for older xtal-controlled boatanchors.

73, Barry WA4VZQ ornitz@emn.com

From boatanchors@theporch.com Thu Apr 6 10:24:05 1995
Date: Thu, 6 Apr 1995 07:35:29 -0500
Message-Id: <CPLAN030.TFMA.134631050095096FCPLAN030@ION.CHEVRON.COM>
From: "Marcotte, T F (T" <TFMA@chevron.com>
Subject: Drake 4 Line Parts Wanted

FROM: Marcotte, T F (Tom)
DATE: 04/06/95 07:24
TO: OPEN ADDRESSING SERVI-OPENADDR

CC:
SUBJECT: Drake 4 Line Parts Wanted
PRIORITY:
ATTACHMENTS:

Gentlemen?

Looking for these Drake 4 line parts.

* 40M and 20M xtals for a R-4 or T-4X
* on/off/stby switch for the R-4 (front panel mount).

Please reply to tfma@chevron.com

thanks,

Tom

From boatanchors@theporch.com Thu Apr 6 11:51:58 1995
Date: Thu, 6 Apr 1995 08:35:15 -0500
Message-Id: <01HP0I9EFDPU00MEQD@utrcgw.utc.com>
From: QUACK <MUSCORJ@hsdwl.utc.com>
Subject: Museums

There is a nice boatanchor museum:

The New England Museum of Wireless and Steam,Inc.
Tillinghast Road
East Greenwich,Rhode Island 02818
1-401-884-1710

Robert W. Merriman, Director

The National Radio Club in 1985 went there for a tour and marveled at the Xmitrs and Receivers on display. Stationary steam engines are also on display.
The boatanchors are on display in a restored cow barn.
Well worth a visit but I would call first to see when they are open. If I recall there is a partial building moved in from Cape Cod that was part of Marconi's set-up.
Ron Musco

From boatanchors@theporch.com Thu Apr 6 20:53:59 1995
Date: Thu, 6 Apr 1995 18:02:41 -0500
Message-Id: <22C441E0ACC@qesrv1.bwi.wec.com>
From: "Joe Meagher" <tron!qesrv1.bwi.wec.com!JOE@uunet.uu.net>
Subject: National NC 100AX

Looking for a NC100AX in very good condition. Also looking for NC 100 A "Junkers" for parts. Need the following specific parts: Bottom Cover, Main tuning knob, S meter(Need new glass), Indexed dial pointer assembly,

Fixed pointer assembly, "On - B+ Off - B+ On switch assembly.

Joe Meagher, N3KJT
Joe@qesrv1.bwi.wec.com
JOE MEAGHER N3KJT

From boatanchors@theporch.com Fri Apr 7 00:14:23 1995
Date: Thu, 6 Apr 1995 21:35:23 -0500
Message-Id: <18699E26614@sbii.sb2.pdx.edu>
From: RANDY@sbii.sb2.pdx.edu
Subject: need panadapter print

Hi folks,

I recently picked up a very nice and even working "Ultrasonic Spectrum Analyzer", Model SB-15a made by Panoramic Electronics, Inc in Mt. Vernon, New York. Gray, rack mount, lotsa tubes.

Alas, I have no documentation whatsoever on the unit.

So I would like to beg, borrow, steal, or yes, even purchase a manual (original preferred) or fragment thereof.

Thanks much,

=Randy=
WB6MAI

From boatanchors@theporch.com Thu Apr 6 09:44:19 1995
Date: Thu, 6 Apr 1995 07:07:04 -0500
Message-Id: <9wX53c2w165w@mindvox.phantom.com>
From: digger@phantom.com (Lenny Tamulonis)
Subject: No Archives?

For a few days now I haven;t been able to Gopher into the Boatanchor archives at president.oit.unc.edu port 70. I get connection failed. Can anyone else get in?

My $.02 worth, and worth every penny!

---===[digger@phantom.com]===---

From ab4el@cybernetics.net Thu Apr 6 20:06:18 1995
From: ab4el@cybernetics.net (Stephen Modena)
Message-Id: <9504062339.AA27580@cybernetics.net>

Subject: Re: No Archives? (fwd)
Date: Thu, 6 Apr 1995 19:39:36 -0400 (EDT)

>
> For a few days now I haven;t been able to Gopher into the Boatanchor
> archives at president.oit.unc.edu port 70. I get connection failed. Can
> anyone else get in?
>
>
> My $.02 worth, and worth every penny!
>
> ---===[digger@phantom.com]===---

For those having trouble getting into SunSITE.unc.edu due to
heavy loading "busy now", do one of these:

For those with WWW access, the URL is:

   http://sunsite.sut.ac.jp/arch/Academic-Info/agriculture/agronomy

Or for GOPHERing:

   gopher SunSITE.sut.ac.jp
   Choose 'Academic-Info', then 'agriculture', then 'agronomy'

Or for FTPing:

   ftp SunSITE.sut.ac.jp
   cd /pub/academic-info/agriculture/agronomy

Any of the above lands you at the place where DAILY.* and 3DAY.*
files are kept.

To access the main ham radio archives, move into the 'ham' subdirectory.

These are mirrored sites, so they might be as much as 24 hours behind
SunSITE/unc, depending on their scheme for mirroring transmissions.

The Japan machine appears to be quite fast. I will be browsing several
other of the worldwide network of SunSITEs to see which others mirror
SunSITE/unc. More info later.
--
73/Steve/AB4EL ab4el@Cybernetics.NET in Raleigh, NC 35.81245N, 78.65849W

From boatanchors@theporch.com Thu Apr 6 11:37:25 1995

Date: Thu, 6 Apr 1995 08:48:56 -0500
Message-Id: <9504060211.AA05923@kali>
From: Andy Wallace <wallace@mc.com>
Subject: Porky's Railroad (CW) text!

I picked up a 99c videotape containing three Porky Pig cartoons, because one of them was PORKY'S RAILROAD (1937). Here's the text of the CW sent on the practice buzzer, and of course it does not match the telegram shown in the cartoon!

QST QSL LEON SCHLESINGER HOLLYWOOD FOR PICTURE OF PORKY

..and here I was expecting some inside joke about Tex Avery!

--Andy

From boatanchors@theporch.com Fri Apr 7 00:43:35 1995
Date: Thu, 6 Apr 1995 21:52:42 -0500
Message-Id: <2F8413B5@sharkgate.sandiegoca.attgis.com>
From: "Kenan, Larry" <llk@sandshark.sandiegoca.ATTGIS.COM>
Subject: RE: Porky's Railroad (CW) text!

Andy Wallace wrote:
>I picked up a 99c videotape containing three Porky Pig cartoons, because
>one of them was PORKY'S RAILROAD (1937). Here's the text of the CW sent
>on the practice buzzer, and of course it does not match the telegram shown
>in the cartoon!
>
>QST QSL LEON SCHLESINGER HOLLYWOOD FOR PICTURE OF PORKY

Too late - Leon became a silent key a few months ago. If he ever had a license that is. He isn't listed in a recent callbook.

Speaking of subliminal Morse code, Ken Burns documentary "Empire of the Air" of 4 years ago had a Morse code message while the final credits were running that said "BASEBALL NEXT".

Th-th-th-that's all folks!

Larry Kenan

From boatanchors@theporch.com Thu Apr 6 09:01:55 1995
Date: Thu, 6 Apr 1995 06:28:14 -0500
Message-Id: <9504061125.AA22365@cybernetics.net>
From: ab4el@cybernetics.net (Stephen Modena)

Subject: QRP-L & BA archives at SunSITE-Japan

For those having trouble getting into SunSUTE.unc.edu due to
heavy loading "busy now", do one of these:

For those with WWW access, the URL is:

   http://sunsite.sut.ac.jp/arch/Academic-Info/agriculture/agronomy

Or for GOPHERing:

   gopher SunSITE.sut.ac.jp
   Choose 'Academic-Info', then 'agriculture', then 'agronomy'

Or for FTPing:

   ftp SunSITE.sut.ac.jp
   cd /pub/academic-info/agriculture/agronomy

Any of the above lands you at the place where DAILY.* and 3DAY.*
files are kept.

To access the main ham radio archives, move into the 'ham' subdirectory.

These are mirrored sites, so they might be as much as 24 hours behind
SunSITE/unc, depending on their scheme for mirroring transmissions.

The Japan machine appears to be quite fast. I will be browsing several
other of the worldwide network of SunSITEs to see which others mirror
SunSITE/unc. More info later.
--
73/Steve/AB4EL ab4el@Cybernetics.NET in Raleigh, NC 35.81245N, 78.65849W

From boatanchors@theporch.com Thu Apr 6 09:23:46 1995
Date: Thu, 6 Apr 1995 06:46:55 -0500
Message-Id: <950406074616_73708645@aol.com>
From: JosephWP@aol.com
Subject: Re: R-808/GRC-14

Tony,

24 - 28 VDC B+ is not unique to the R-808. The Collins R-392 also used that
on its plates. There is also a ARN unit (forget its exact designation) with
does as well.

Joseph Pinner +
Lafayette, LA
KC5IJD

EMail: josephwp@aol.com

From boatanchors@theporch.com Thu Apr 6 20:28:48 1995
Date: Thu, 6 Apr 1995 11:51:12 -0500
Message-Id: <Chameleon.4.01.2.950405224228.jproc@>
From: jproc@worldlinx.com
Subject: Radio Restoration Project

Dear BA's,

Since 1993, I have written 4 articles on the progress of the radio restoration project aboard HMCS Haida. Two of them have appeared in The Canadian Amateur Magazine, one has been submitted for publication and the last one appeared in the Antique Wireless Association magazine.

Please let me know if you are interested in receiving an electronic version of these stories (less pictures of course). If there is a lot of interest, I can post them to the group or I carbon copy them to individuals. Which is better?

Regards,

Jerry Proc, VE3FAB
Radio Restoration Volunteer
HMCS Haida
E-mail: jproc@worldlinx.com
Toronto, Ontario

From boatanchors@theporch.com Thu Apr 6 23:40:21 1995
Date: Thu, 6 Apr 1995 20:54:35 -0500
Message-Id: <9504062044.aa10965@jackatak.theporch.com>
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>
Subject: Radio Restoration Project

Jerry-

> Since 1993, I have written 4 articles on the progress of the radio
> restoration project aboard HMCS Haida.
Nice. And, it sounds like they are well done...

> Please let me know if you are interested in receiving an electronic version
> of these stories (less pictures of course).
YES!

Please send them to:

Listown@jackatak.theporch.com

and I will gladly place them into the archive where any and all may retrieve them one at a time, or all together, each person at their option...

> If there is a lot of interest, I can post them to the group
I'd rather you didn't, just because of the special nature and probable size of each article... Since *everyone* on the list has email, the archive retrieval mechanism at

listproc@theporch.com

ought to make everyone happy and be universally accessible.
--
73
Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)

- - - BoatAnchor Mailing List Archiver/Owner - - -
| Jack GF Hill |Voice: (615) 459-2636| Ham Call: W4PPT |
* P. O. Box 1685 |Modem: (615) 377-5980| Bicycling and SCUBA Diving *
| Brentwood, TN 37024|Fax: (615) 459-0038| Life Member - ARRL |
* listown@jackatak.theporch.com firebotl@jackatak.theporch.com *

From boatanchors@theporch.com Thu Apr 6 22:56:02 1995
Date: Thu, 6 Apr 1995 20:13:53 -0500
Message-Id: <F46K0950.F46K1006@mail.admin.wisc.edu>
From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: RE. Doin' Dayton

to: boatanchors@theporch.com

Hello Larry.

While it's still not an absolute certainty, Yours Truly is planning to get to Dayton.

As they put it at the Rocky Horror Picture Show, I'm a "Virgin" (i.e., this is my first Dayton trip).

Look for a tall, rather husky (fat???) guy in a dirty Stetson (color WAS Silver Belly!), jeans, boots (either combat or cowboy), and a tee shirt bought especially for Dayton; light grey, with the call and name across the chest in 4" letters (I couldn't think of any other way to rendevous with other BA denizens). If the weather is cool, the tee shirt will be under a cammo fatique jacket. In any event, I'll be carrying a dayglo backpack for carting away small

treasures.

Vehicle will be a silver 1990 Dodge Ram Charger 4X4 with the name WAR WAGON in small letters (3/4") on the front left bumper.

I don't wanna start another major traffic brouhaha here, but if there is to be an "official" BA liason frequency on 2 metres, I'd like to know what it is.

I really NEED Dayton right now. Life sucks.

73's,

Tom, K9TA

From boatanchors@theporch.com Thu Apr 6 09:50:26 1995
Date: Thu, 6 Apr 1995 07:09:13 -0500
Message-Id: <199504061208.HAA05982@uro.theporch.com>
From: detschel@vnet.ibm.com
Subject: Testing caps

Here's a couple of general questions for all you experienced BA repair folk.

1. What are the best / quickest techniques for testing caps? I usually just use an ohmmeter and expect to see the needle swing up and down.

2. Is there any secret trick for preserving silk screen / printed lettering on front panels when refinishing them? Such as spraying the panel then lightly sanding where the lettering should be?

Thanks for any info. I know I have seen discussions of this go by, and don't want to take up a lot of bandwidth on the list rehashing it, but any quick summaries would sure help.

73 Bill N2IPK

From boatanchors@theporch.com Thu Apr 6 20:08:31 1995
Date: Thu, 6 Apr 1995 11:35:02 -0500
Message-Id: <9504061636.AA6984@hqsmtp.ops.3com.com>
From: Joe Reda/HQ/3Com <Joe_Reda@3mail.3Com.COM>
Subject: Re: Testing caps

>2. Is there any secret trick for preserving silk screen / printed
>lettering on front panels when refinishing them? Such as spraying the
>panel then lightly sanding where the lettering should be?

This is one I'd like to know, also, if it exists. I'd rather not re-do the panel of my SX-28A with "fake" lettering if I don't have to . . .

\\JR

From boatanchors@theporch.com Thu Apr 6 20:27:12 1995
Date: Thu, 6 Apr 1995 11:52:48 -0500
Message-Id: <Chameleon.4.01.2.950405223303.jproc@>
From: jproc@worldlinx.com
Subject: VE0Nx Callsigns

Dear BA's,

I am trying to research amateur radio operation aboard ships of the Royal Canadian Navy with the intention of writing a magazine article. Calls were issued in the format of VE0Nx or VE0Nxx. Calls were also issued in the VE0Mxx format but I'm not interested in these. If any of you have Foreign/North American callbooks 1989 or older, could you please look up the VE0Nx or VE0Nxx calls that were shown for that year. You will likely find that there might be a dozen or less listings. All you need to do is record the year of the callbook, the name of the ship and the callsign that was assigned to it.

So far, I have found that VE0NA, NB, and NC appeard in the 1956 Callbook. It would be great to find out when VE0NA first appeared in the listings. If I can gather enough information to produce an article, I will make it available to the BA list.

Thank you for your anticiptated help.

Regards,

Jerry Proc, VE3FAB
Radio Restoration Volunteer
HMCS Haida
E-mail: jproc@worldlinx.com
Toronto, Ontario

From boatanchors@theporch.com Thu Apr 6 09:57:09 1995
Date: Thu, 6 Apr 1995 06:25:51 -0500
Message-Id: <199504060824.BAA06379@netcom9.netcom.com>
From: rmccarty@netcom.com (roger mccarty)
Subject: Viking Question

Jack and Roy have responded to my question(s) about R25 on the Viking 25. Thanks very much and here is an update for anyone else that may benefit.

Found R25 to be indeed defective, checked the capacitors and the tube

socket and found no problem there. L2 is Ok. (defective L2 mentioned was in my parts rig)

After replacing R25, found that this puppy runs HOT! I wonder if anyone else finds this to be true or if I have further troubleshooting to do. To help matters as much as I can, I removed the back on R25 to allow a bit more air flow through and around the pot.

End result is that the Viking is now running, after repairing about 6 seperate problems including; SHort in HV B+, and then after repairing, low HV B+, Low LV B+, low bias supply, no modulation caused by defective speech amp new out of box, shorted C7 AND C55.

Now that the basic transmitter is operating, bring on the mods! <grin>.

Thanks, group, for the support.

Roger KD6CC

From boatanchors@theporch.com Thu Apr 6 09:46:32 1995
Date: Thu, 6 Apr 1995 06:25:03 -0500
Message-Id: <PMX-TERM-2.02-bsm2ee1-thaake-49>
From: thaake@bsm2ee1.attmail.com (thaake)
Subject: WRINKLE PAINT

I'm looking for a source of wrinkle paint of the type usually found on old military rigs. Tempo Products a Plasti-kote Company makes black in a spray bomb. I am looking for not only black but two shades of gray. PPG is suppose to have brewed up a new "resin based" wrinkle they are calling a textured paint that is not as difficult to get good wrinkling results with like the stuff available in the spray bomb and needs no heat lites or ovens to make it work properly. I have not as yet contacted PPG. Does anyone have wrinkle knowledge? I eventually will need to find a supplier in something other than spray bombs and also one who can match colors.

Tim Haake WA0TSY
thaake@bsm2ee1.attmail.com